

LONG ISLAND MACARTHUR AIRPORT

Master Plan Update



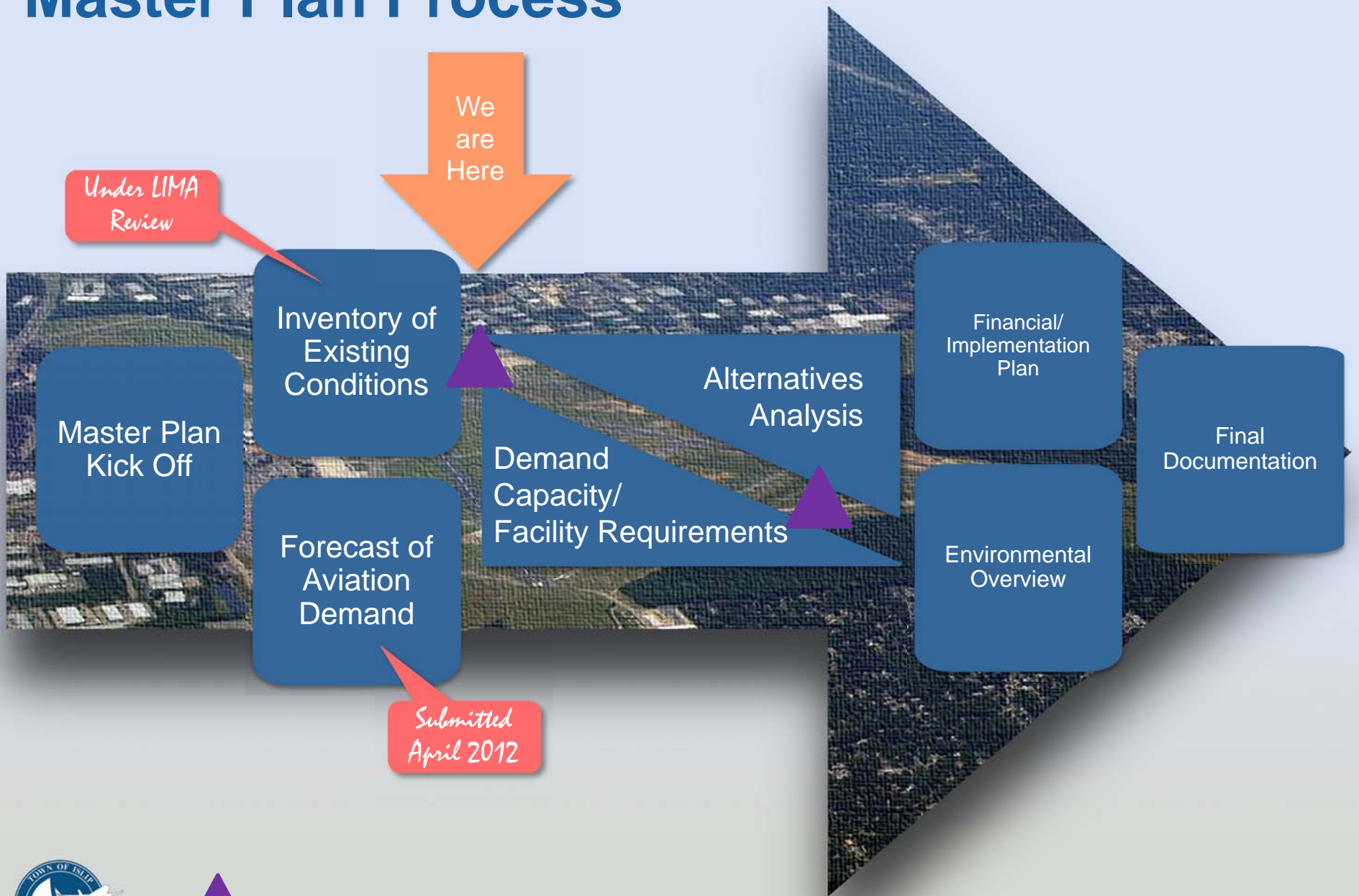
Preliminary Alternatives Public Workshop

July 17, 2012

For Discussion Purposes Only



Master Plan Process



- Public Workshop

For Discussion Purposes Only



■ Airfield

■ Meeting Standards

- Runway Safety Areas
- Object Free Areas
- Runway Protection Zones

■ Capacity

- Runway Extension
- Maintaining 4th runway

■ Terminal

- Additional Contact Gates
- Better level of service
- Greater Concession Opportunities
- Intermodal Connectivity

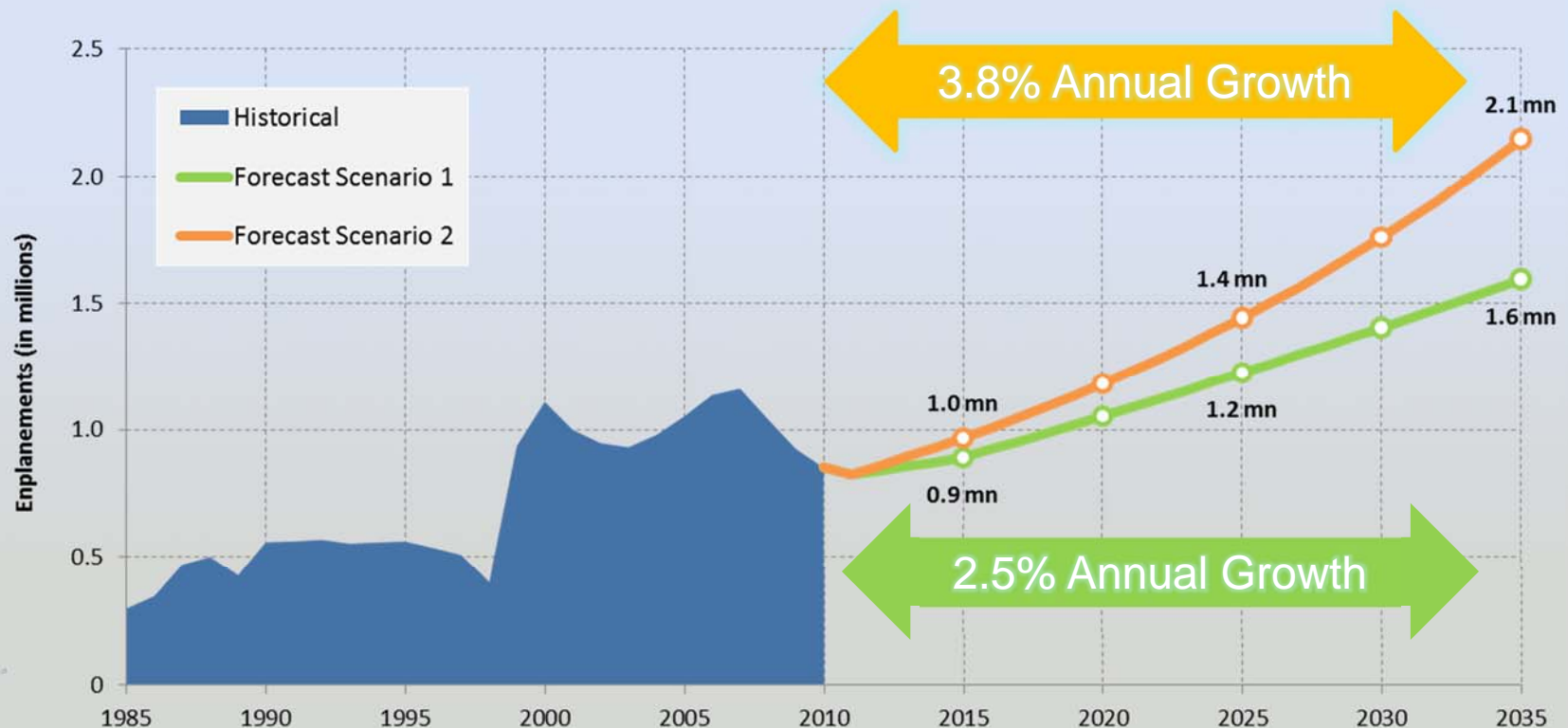
■ Land Side

- Relocated Rental Cars
- Ensure Sufficient Auto Parking
- Intermodal Connectivity

Passengers

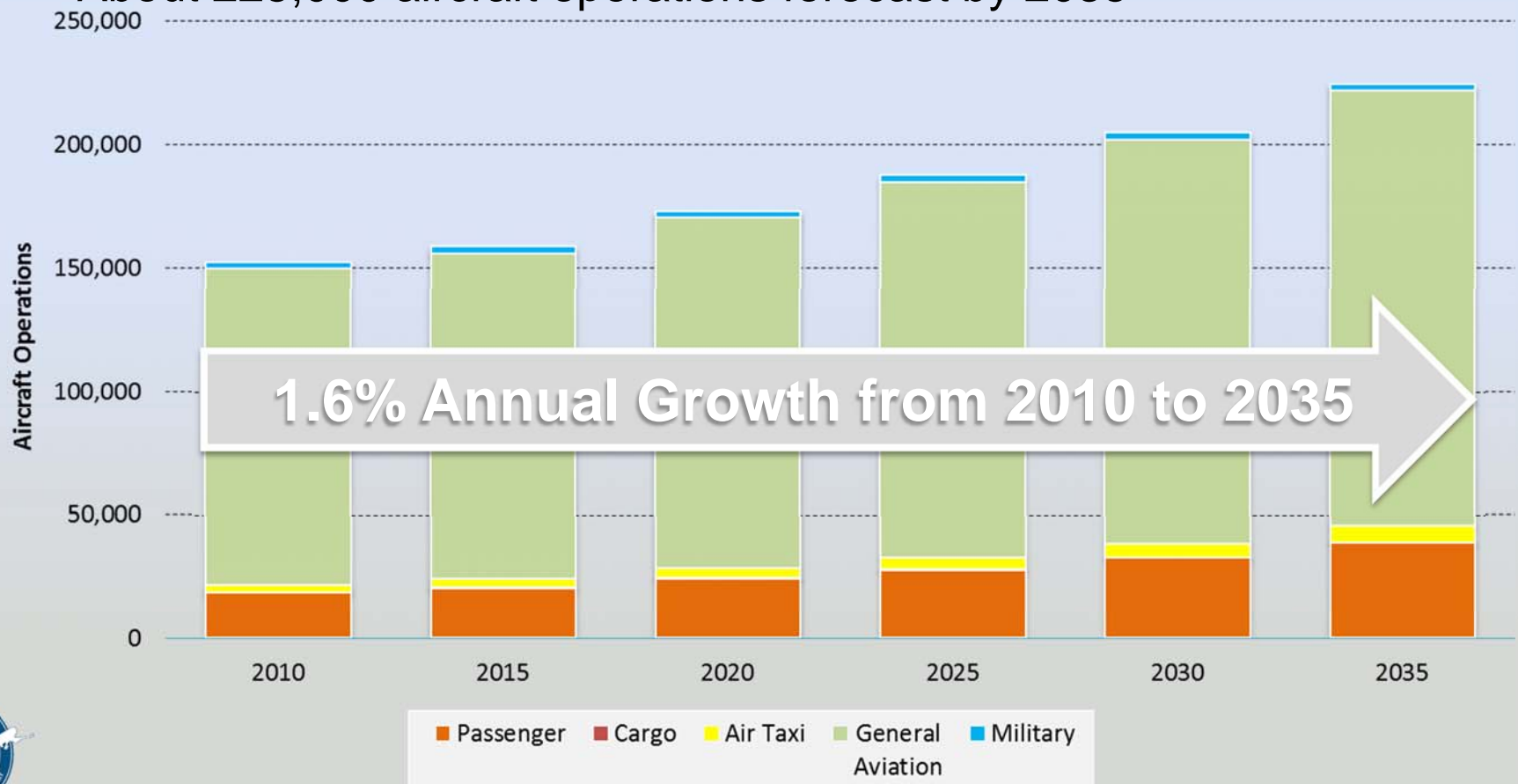
How Many Are We Planning For?

- Projected growth in population, employment, and income levels in Nassau & Suffolk County will support growth in air travel at LIMA
- A modest reversal in catchment area “Leakage” from JFK, LGA, EWR to LIMA is assumed over the forecast period
- Passenger forecast scenarios provide a long term range of 1.6 to 2.1 million annual passenger boardings (enplanements)

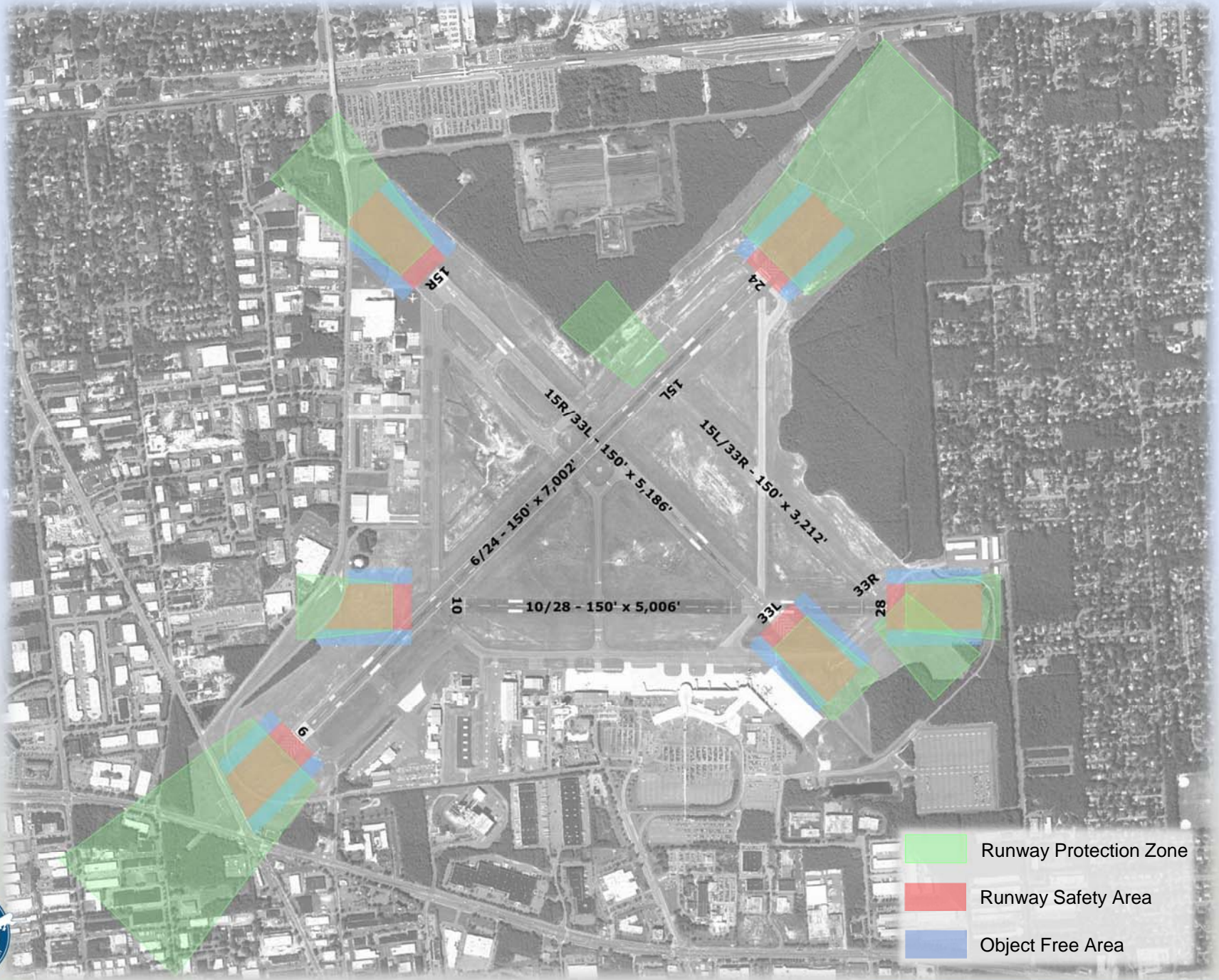


How Many Can We Expect?

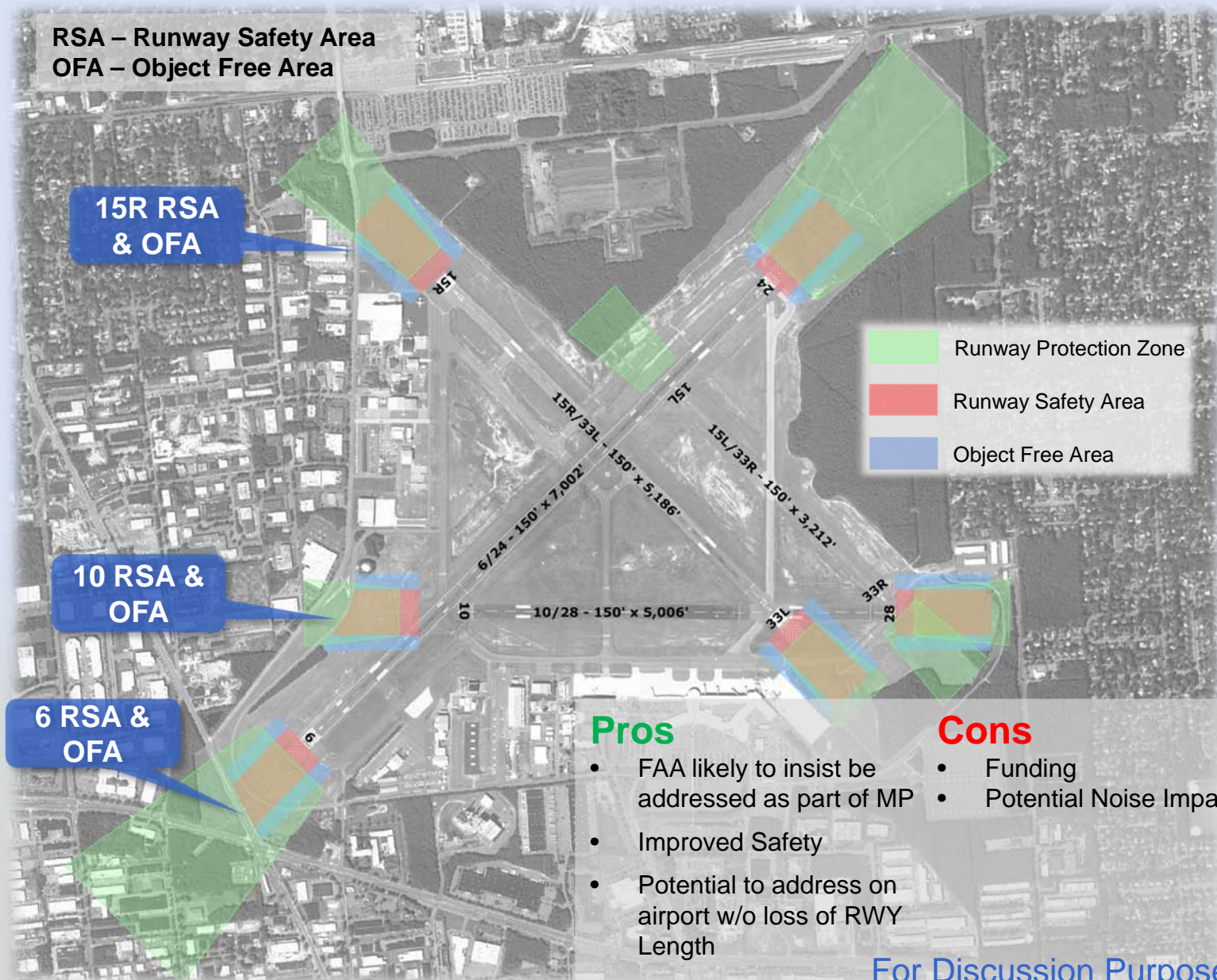
- LIMA has a diverse user base comprising passenger, cargo, air taxi, general aviation, and military flights
- Aircraft operations are projected to average growth of 1.6% per annum
- About 225,000 aircraft operations forecast by 2035



LIMA Today



Meet All Safety Area Standards



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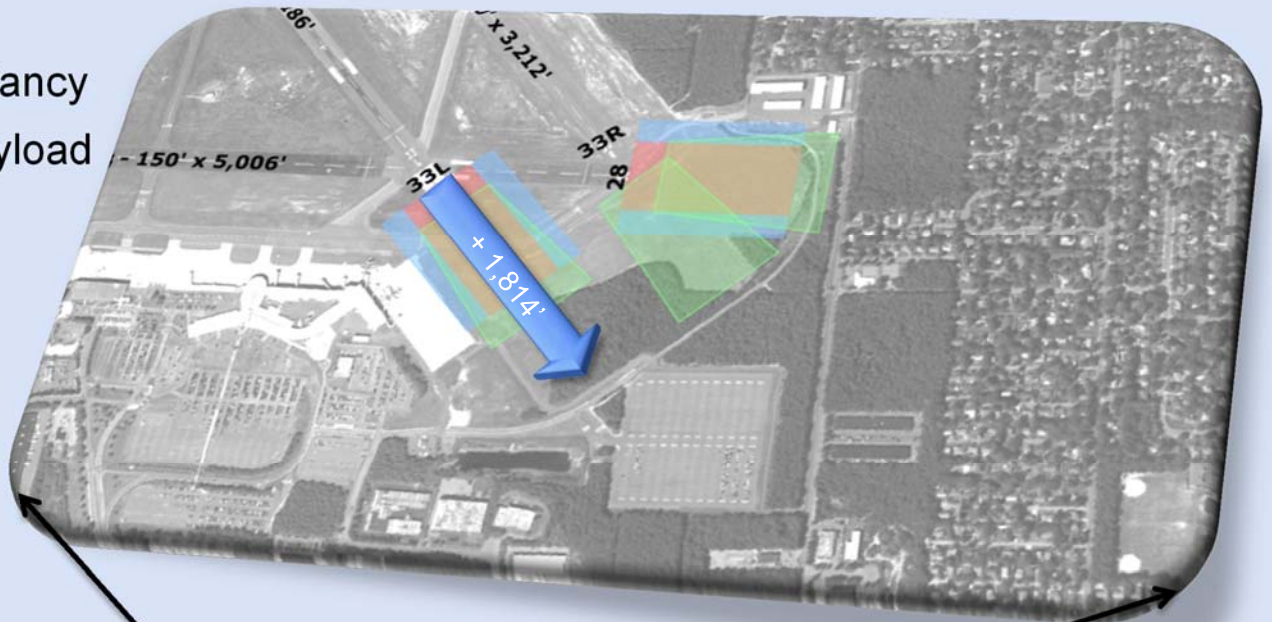


Airfield Concept B

Pros

- No additional airport property required
- Offers runway redundancy
- Reduced negative payload implications
- Potential additional Precision Approach

Twin 7,000' Runways



Cons

- Runway Protection Zone
- Potential Approach Surface Impacts
- Potential change in Noise Contours
- Limited area for Parallel Taxiway and Expanded Concourse

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Boeing 737-700 @ Maximum Payload

Airfield Concept C

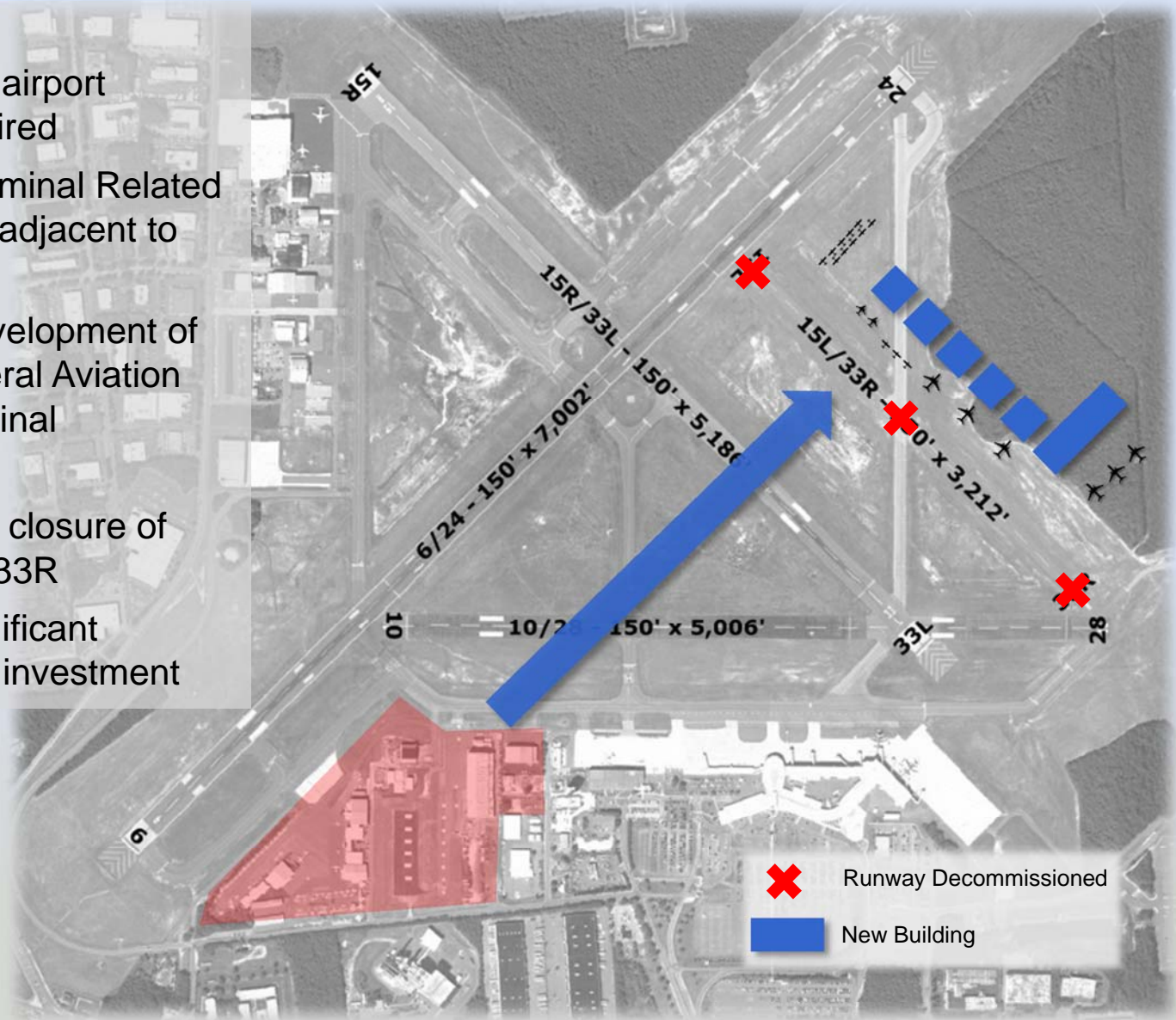
Convert Runway 15L/33R to Taxiway, East General Aviation Area

Pros

- No additional airport property required
- Allows for Terminal Related development adjacent to Terminal
- Allows for development of modern General Aviation facilities/Terminal

Cons

- Could require closure of Runway 15L/33R
- Requires significant infrastructure investment



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Terminal Concept A

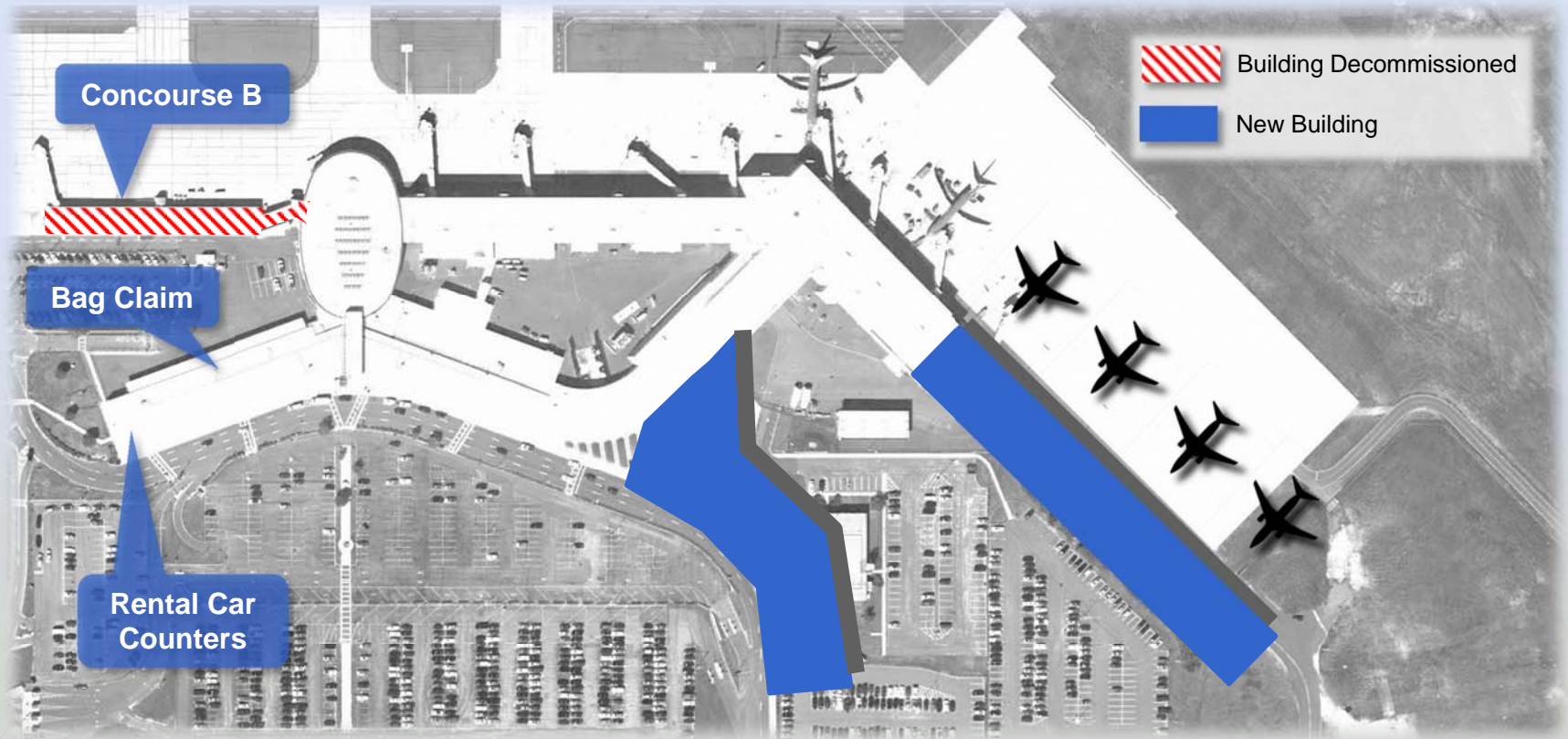
“Re-Center” Terminal

Pros

- Better access to airside bag claim (if B concourse decommissioned)
- Easy phasing/constructability
- Affordable
- Improved Terminal Flows
- Can follow/allow for Runway 33L extension

Cons

- Distance to Bag Claim & Rental Car
- Lease Delineations
- Control Tower Line of Sight Issues

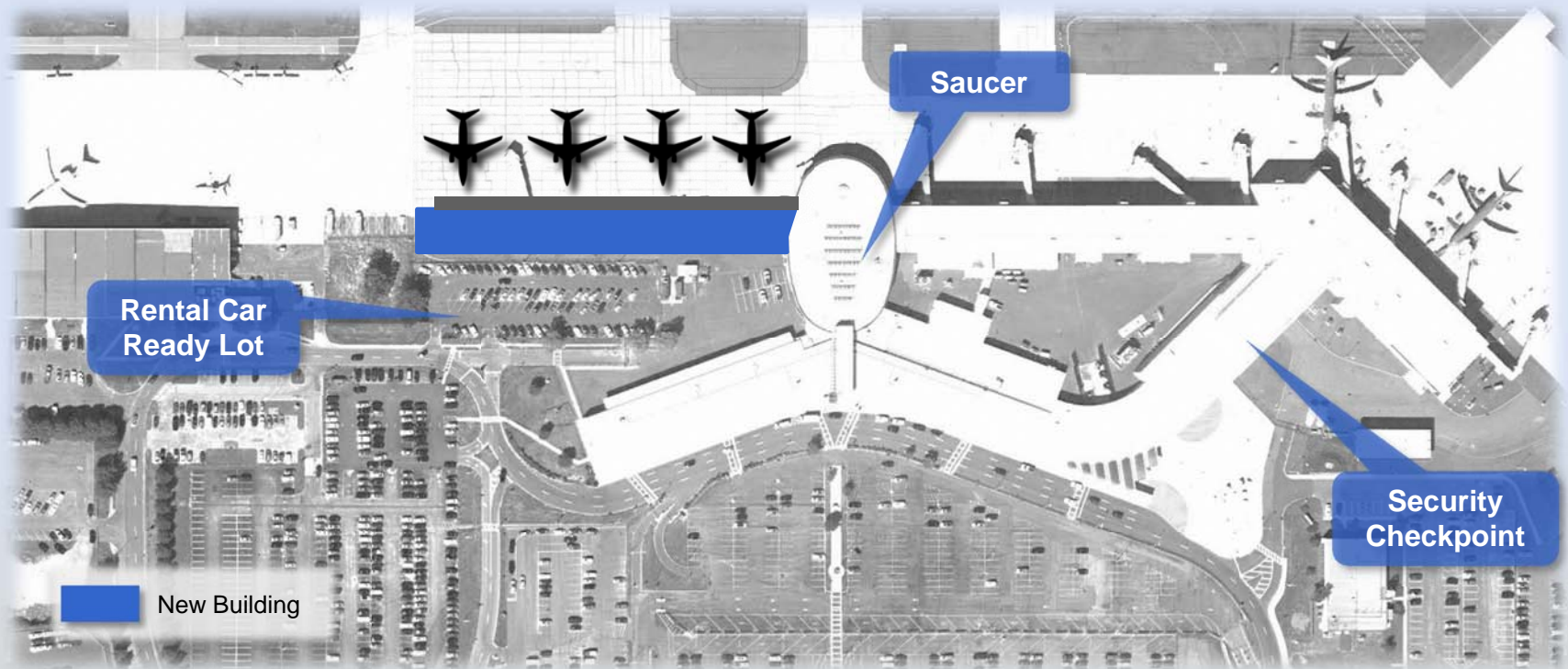


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New West Concourse

Pros

- Apron Ready
- Airport Owned/Operated
- Potential Boeing 757 Gates
- Easily Phased
- Ease of Construction
- Saucer becomes Concession Hub



Cons

- Distance from Checkpoint
- Relocation of rental car ready lot required



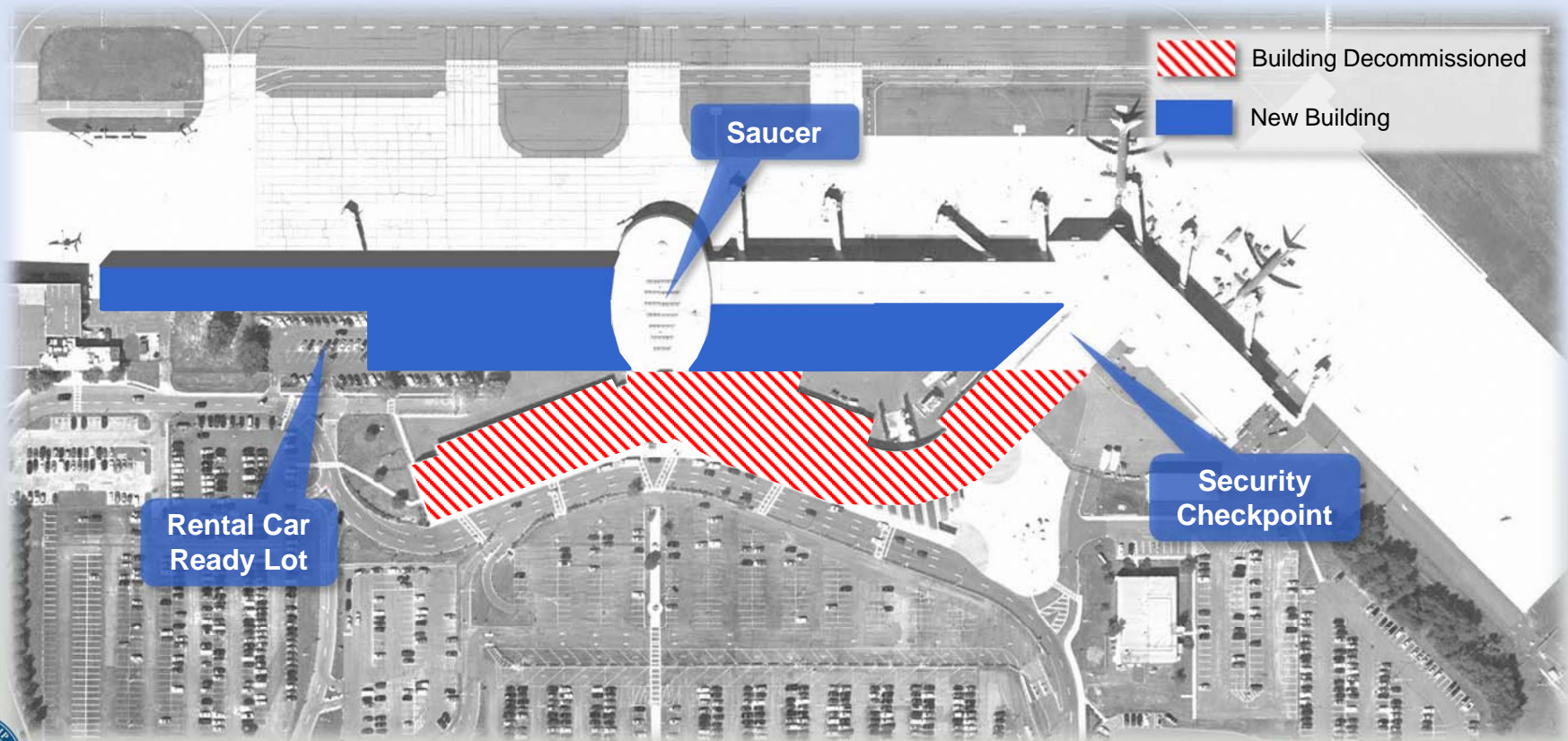
Fill In Terminal

Pros

- Apron Ready
- Potential Boeing 757 Gates
- Saucer becomes Concession Hub

Cons

- Distance from Checkpoint
- Relocation of Rental Car Ready Lot required
- Relocation of Bag Claim
- New Baggage Handling System Required



Terminal Concept D

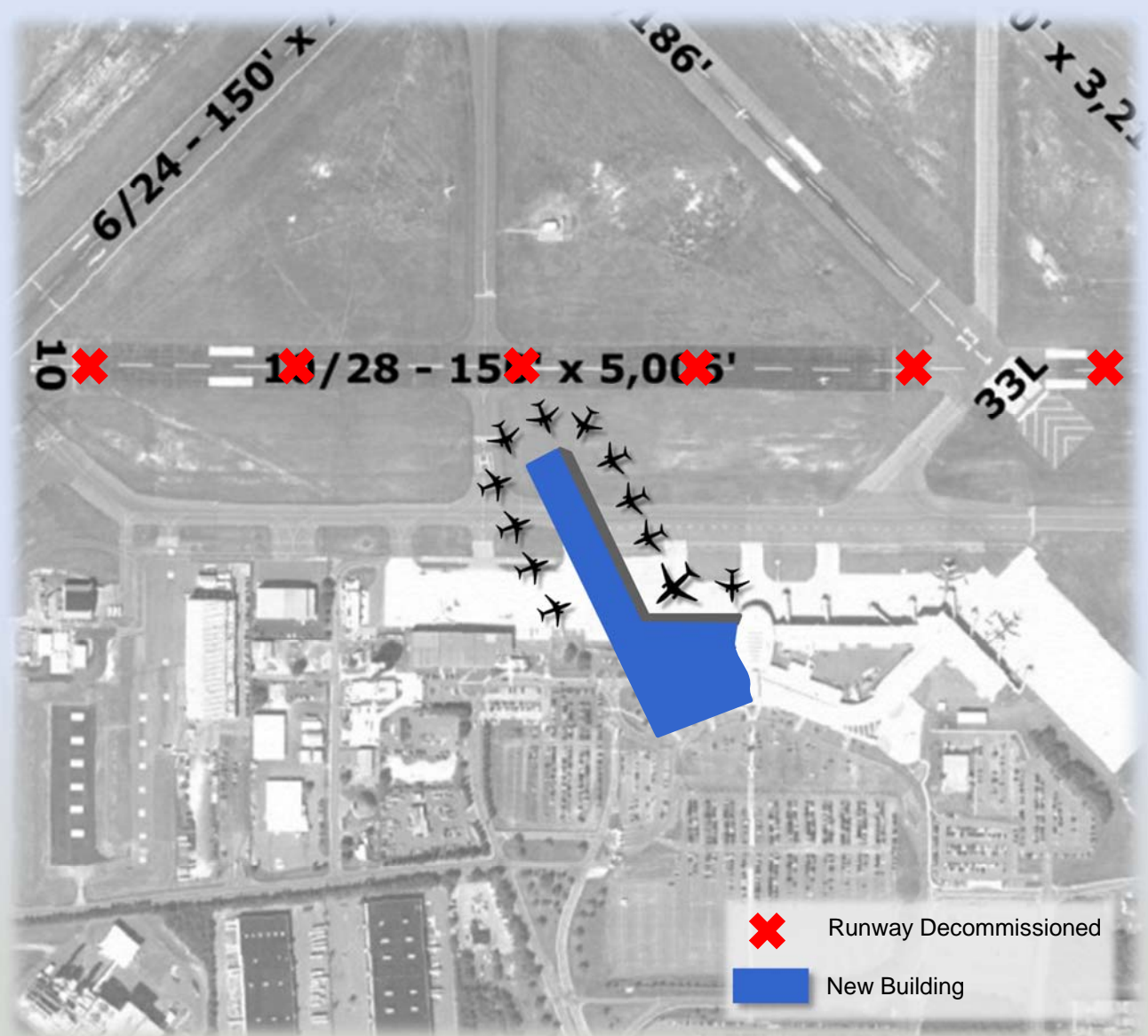
Pros

- Potential Boeing 757 Gates
- Expandable in future
- Opens large area of airport for additional ramp expansion

Cons

- Requires closure of Runway 10/28
- Required new apron
- Requires new/2nd checkpoint
- Relocation of rental car ready lot required
- Requires new baggage handling system

North Terminal Expansion

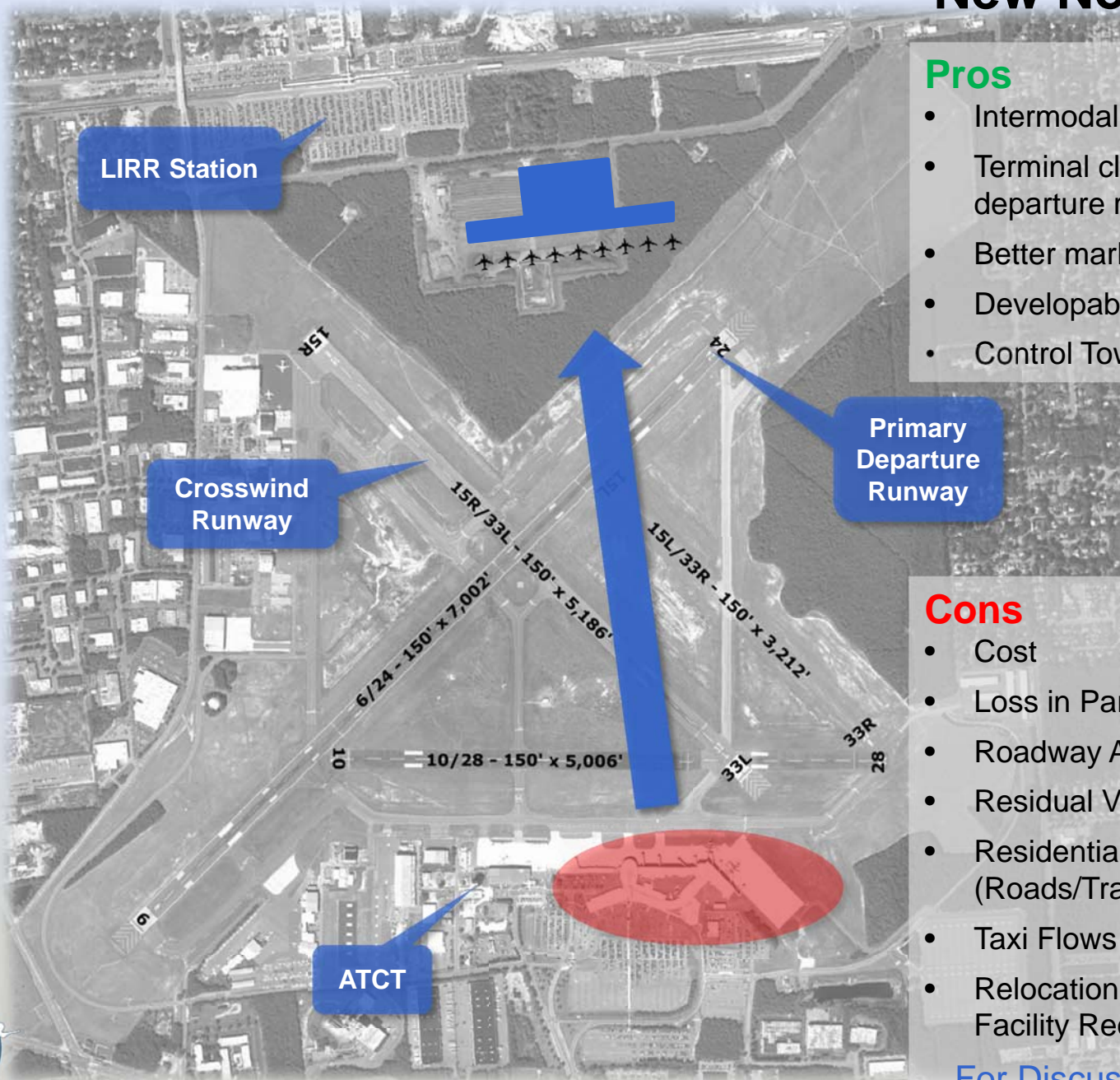


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Terminal Concept E

New North Terminal



Pros

- Intermodal Airport
- Terminal closer to primary departure runway
- Better market access (LIRR/LIE)
- Developable
- Control Tower Line of sight

Cons

- Cost
- Loss in Parking revenues
- Roadway Access (LIE)
- Residual Value
- Residential Impacts (Roads/Traffic)
- Taxi Flows to Crosswind Runway
- Relocation of Town Compost Facility Required

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Terminal Concept F

Connectivity between LIRR and Existing Terminal

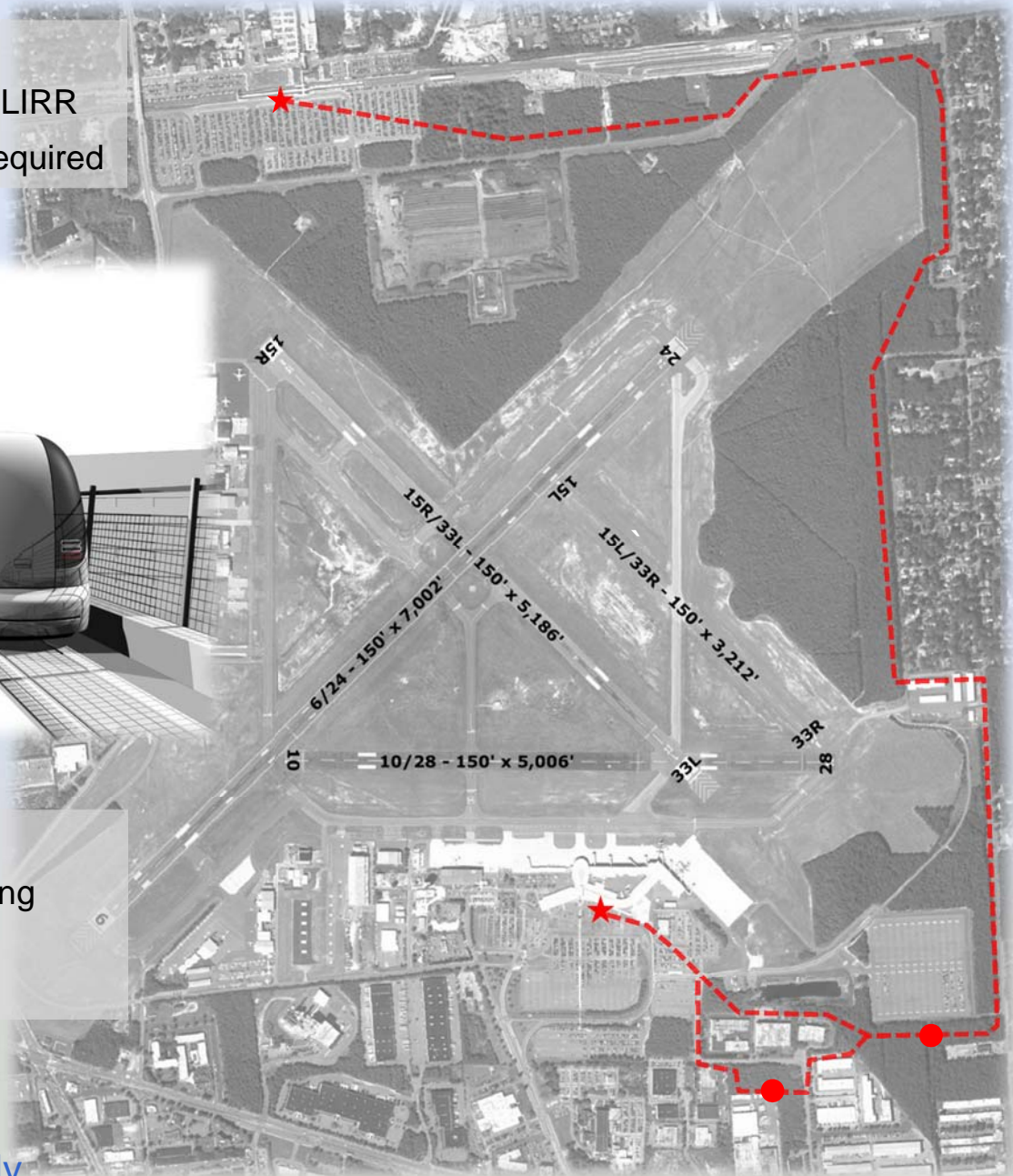
Pros

- Intermodal Connection w/ LIRR
- No Terminal Relocation Required



Cons

- Potentially Reduced Parking Revenues
- Expensive



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Landside Concept A

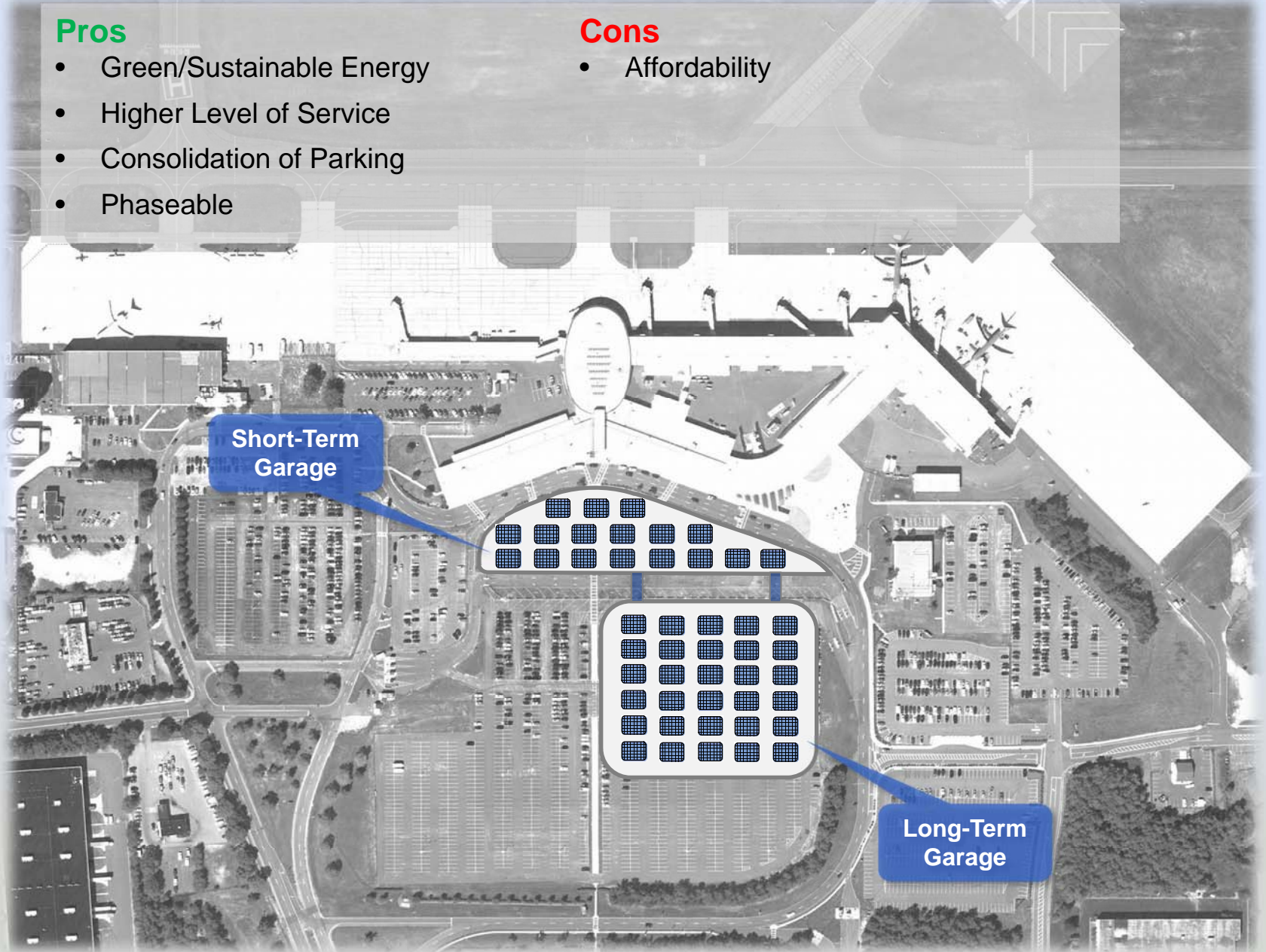
Parking Garages/Consolidated Rental Car with Solar Farm

Pros

- Green/Sustainable Energy
- Higher Level of Service
- Consolidation of Parking
- Phaseable

Cons

- Affordability



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Landside Concept B

Potential FAA Campus on East Side of Airport



Pros

- Potential for 1,000 new jobs
- Potential for People-Mover Connection w/ LIRR & Terminal
- Additional revenue for airport

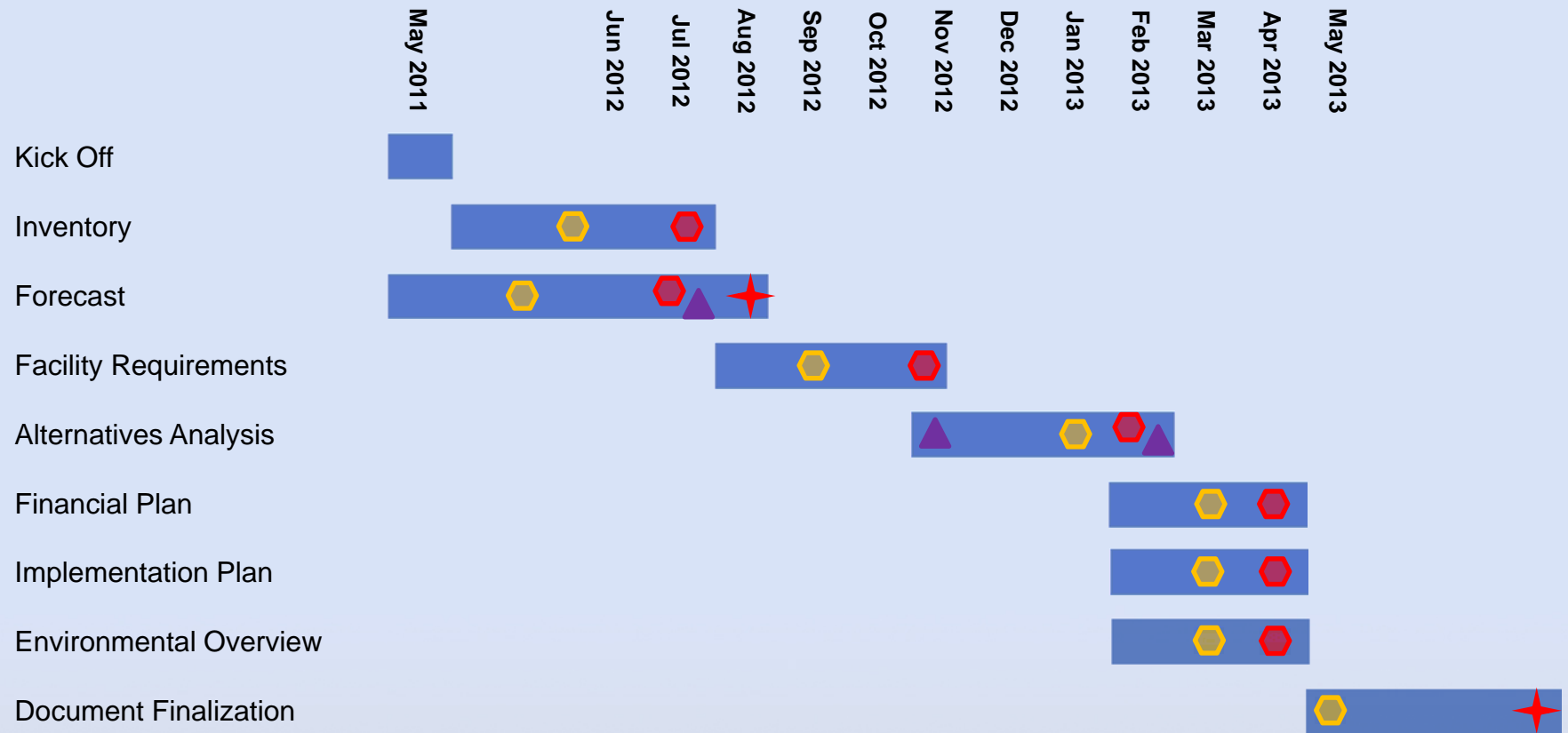
Cons





- Could occupy up to 60 acres of ~80 acres available
- Limits other uses on east side of airport
- Ground access



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Next Steps



-  Delivery of Draft
-  Delivery of Final
-  FAA Approval
-  Public Meeting

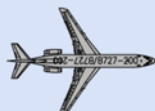
- Completion of Inventory Chapter – Responding to Comments
- Begin Demand Capacity/Facility Requirements – Pending FAA Approval of Forecast
- Full Alternatives Analysis – Pending Completion of Facility Requirements



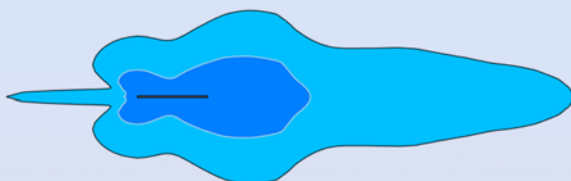
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Aircraft Noise Contours

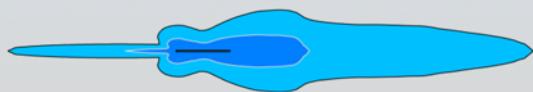
Circa 1980s-1990s



Boeing 727-200



Boeing 737-200



Douglas DC9

Today's Aircraft



Boeing 757-300



Boeing 737-800



McDonnell Douglas MD83



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LIMA Economic Impact

New York Airports Economic Growth and Job Comparison

https://www.dot.ny.gov/divisions/operating/opdm/aviation/repository/NYSBOT%20EI%20Brochure%20150_1.pdf

Commerical Service Airports	Total Jobs	Annual Earnings	Annunal Economic Activity
1 John F. Kennedy International	224,621	\$10,883,000,000	\$30,314,000,000
2 LaGuardia	94,367	\$4,278,000,000	\$11,745,000,000
3 Elmira/Coming Regional	3,377	\$208,438,800	\$1,543,279,400
4 Buffalo Niagara International	16,628	\$384,019,500	\$1,071,185,400
5 Greater Rochester International	9,998	\$295,207,000	\$800,363,800
6 Albany International	8,872	\$288,002,700	\$760,810,300
7 Stewart International	5,579	\$333,621,900	\$750,722,800
8 Westchester County	6,328	\$334,138,200	\$735,879,600
9 Syracuse Hancock International	7,552	\$213,062,800	\$596,918,100
10 Long Island MacArthur	6,085	\$229,179,700	\$577,016,600
11 Ithaca Tompkins Regional	510	\$28,573,300	\$66,836,400
12 Greater Binghamton	483	\$23,236,400	\$52,784,800
13 Chautauqua County-Jamestown	341	\$17,365,800	\$43,368,700
14 Plattsburgh International	373	\$15,652,100	\$38,698,000
15 Watertown International	87	\$4,708,600	\$9,881,700
16 Massena International	61	\$4,177,300	\$8,571,000
17 Adirondack Regional	74	\$4,084,700	\$7,885,600
18 Ogdensburg International	53	\$3,564,300	\$7,445,600
Subtotal Commerical Service	385,389	\$17,548,033,100	\$49,130,647,800

Source: New York State Department of Transportation, 2010

Note: ELM included \$1.28 billion direct impacts from helicopter manufacturer on the airport

JFK International and LGA Airports data from PANYNJ

LIMA FORECAST ECONOMIC IMPACT

	2035 Passengers	Total Jobs	Economic Impact (in 2012 dollars)
High Forecast	2,146,000	20,056	\$2,607,390,000
Mid Forecast	1,592,000	14,879	\$1,934,280,000

Source: New York State Department of Transportation, 2010

Note: One Passenger Generates \$1,215 and 107 Passengers = One Direct Job
(including Direct and Indirect Jobs)

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